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News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL VIII

NOVEMBER 1, 1958

NO. 20

NEW LOOK FOR NEWSLETTER

With this issue the South Carolina Aviation Newsletter takes on "The New Look" and will henceforth be published with this format.

Instead of bi-weekly the Newsletter will also make its appearance on a monthly basis with a compilation of the news of the past month and a schedule of events for the future appearing in each issue.

It was felt that due to the increase in postage effective January 1, 1959, and due to the time consumed in the preparation of a newsletter of this type, that a better issue would be forthcoming on a monthly basis.

Make-up for multilithing the Newsletter is a complicated process in that when page 1 is opened, its counter part becomes page 8. Page 2's counter part becomes page 7 etc. This means that the Newsletter must be accurately planned and typed so that it will appear in sequence.

Suggestions for improvement are always welcome. News items, pictures and schedules of coming events are solicited, but should be in this office by the 25th of each month.

Since we are mailing the Newsletter "open" for convenience in handling, we would appreciate hearing from anyone who fails to receive it in good condition.

ORANGEBURG TWENTIETH ANNIVERSARY BREAKFAST MEETING A WHOPPER

Last Sunday, October 26, a bright, clear day, saw more than eighty planes make the trek to Orangeburg to honor Tom Summers, founder of the Breakfast Club twenty years ago.

Breakfast was served to 191 people (although more were there) who heard Mayor Clyde Fair welcome them to Orangeburg, and Leonard Hanprich, manager of the Chamber of Commerce, M.C. the events.

Local and state dignitaries were introduced and then the meeting was taken over by Tom Summers who awarded many prizes to visiting pilots. Mr. Summers compared the meeting of the huge crowd of Breakfasters to the first meeting twenty years ago when seven were present.

Mr. Summers, whose birthday coincided with the breakfast meeting, was presented with a white iced cake decorated with airplanes and a sport shirt in honor of his service to the club.

The Breakfast also served to dedicate the Orangeburg hangar.

JOINT TEAM RE-EVALUATES MCAAS BEAUFORT

In an effort to resolve the critical situation existing in the vicinity of the Marine Corps Air Station at Beaufort, S. C., the Air Coordinating Committee, acting under instructions from James Pyle, sent a team into South Carolina to investigate the needs at Beaufort and at other S.C. Bases.

This team, composed of Commerce and military representatives, met with representatives of the South Carolina Aeronautics Commission, Aircraft Owners and Pilots Association, Air Transport Association, and delegates from MCAAS, Beaufort last Tuesday and Wednesday, October 21-22 at the Manger Hotel in Savannah.

The purpose of the meeting was to discuss the Navy Department's proposal for a restricted area at Beaufort, which was substantially the same as depicted in our recent bulletin, and if possible, offer a counter proposal more acceptable to civil air space users.

It must be remembered that the rules under which this team was operating included the demand from Pyle that military flying of this type and civil aviation must be segregated. It must also be remembered that both Pyle of CAA and Quesada under the new FAA have the power to segregate without the necessity of considering the team's recommendations.

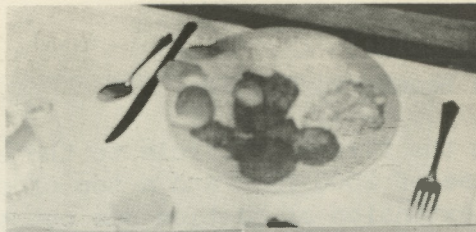
It was the recommendation of the Aeronautics Commission, AOPA and ATA that positive separation be achieved by means of radar control of the supersonic jet fighters. This is impossible at the present time due to lack of adequate radar at the station and to the limitations and inadequacies of present radar.

Procedural blocks of the airways would be effective in separating airline flying from the military, but would fall short of the positive separation of all civil aircraft required by Pyle.

The final result of the team's efforts will be the following recommendations to the Airspace Division of the Air Coordinating Committee;

1. A joint use restricted area with a radius of five miles around the MCAAS, Beaufort to extend from the ground to 7000 feet.
2. An extension of this restricted area ten to fourteen miles wide out to sea at 100⁰ from the station. This restricted area to be in sections:

Cont'd page 4



Jerry Brown, PIO; Anderson Squadron CAP, sends top picture of Breakfast at Anderson 6 weeks ago. Upper left: Don Cope, Walterboro, welcomes Club Prexy, Homer Collum to Walterboro. Upper right: Part of the group attending the Breakfast on October 12 and upper center right, Breakfast planes on the field at Walterboro. Lower left: Homer Collum presents cake and gift to Tom Summers. Lower center right: Some of the 80 planes on the ground at Orangeburg. Lower right: Some of the 191 persons at breakfast in Orangeburg.

4 Team Reevaluates Beaufort, Cont'd

- a. Section one from the five mile circle to the edge of the current airway with a base of 2000 feet and a top of seven thousand feet.
 - b. Section two, an extension of section one out to sea, but having a base of 5000 feet and a top of 24,000 feet.
3. Realignment of certain airways in the area.

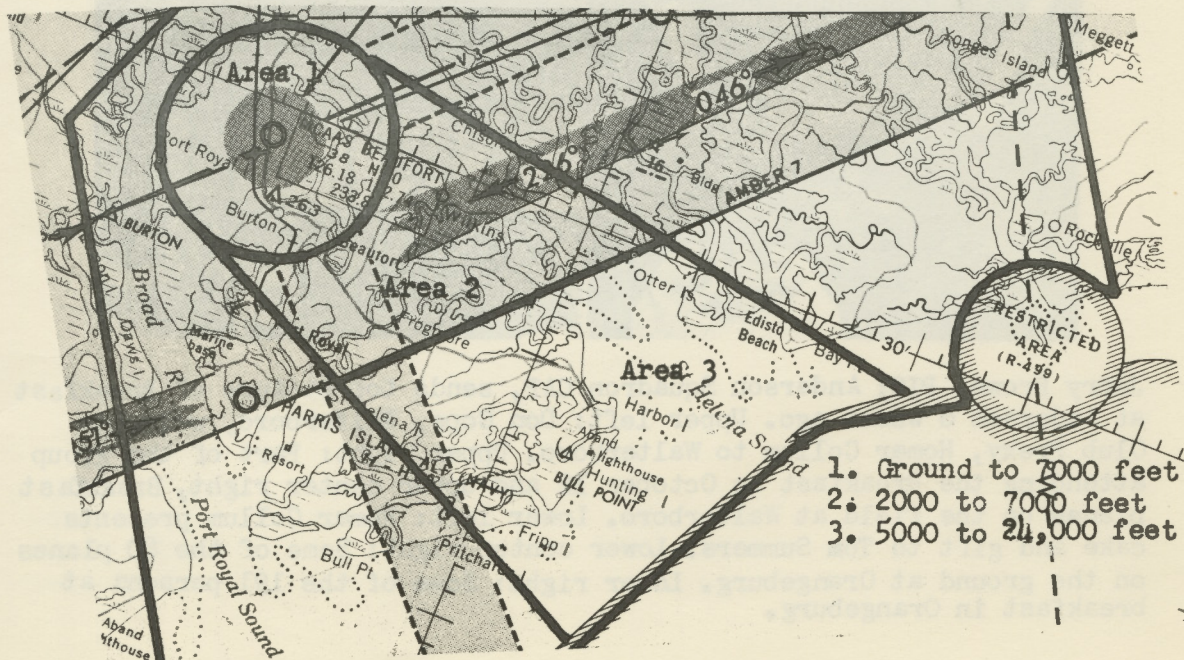
Actually this will allow civil airspace users to fly along the coast up to 5000 feet. It will allow them to fly along the edge of the airway within five miles of the Beaufort Station up to 2000 feet. It will allow all traffic to use the airway over Beaufort from 7000 to 12,000 feet. It will allow all civil traffic to use all of the area (as part of the joint use program) when MCAAS is not using it.

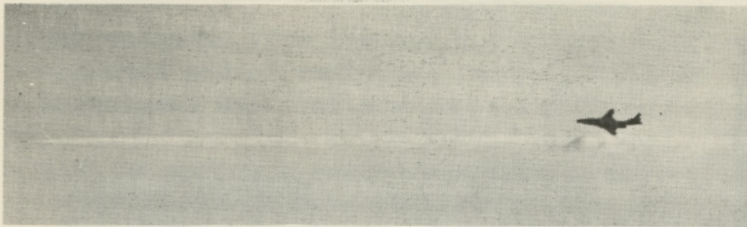
In providing this type of restricted area the MCAAS will be forced to do all of their instrument training at 12,000 feet or above, and maps will show the entire area as an area of intensive military training.

This solution to the problem is not satisfactory to either the Marines or the segments of civil aviation represented at the meeting, but it represents a compromise as seen by the team.

It is objectionable to us on the grounds of the precedent it would tend to establish in the state, and it is objectionable to the Marines because of the restrictions on their activities it would impose.

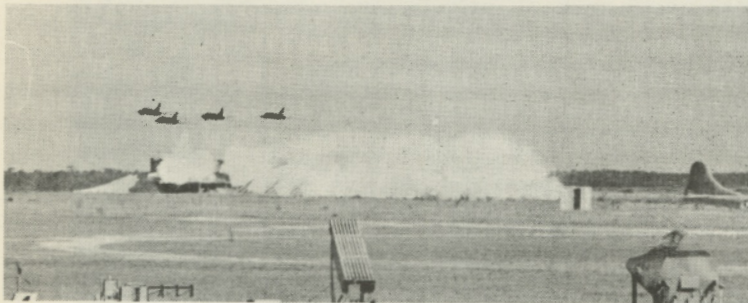
The next move will be at the Airspace Division in Washington when the team makes its recommendations. You can be sure the state will be represented.



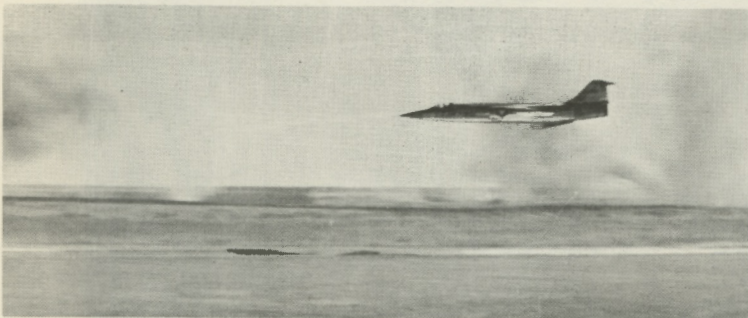


FIRE POWER DEMON- STRATION AT EGLIN AFB SHOWS NATIONS STRENGTH ---

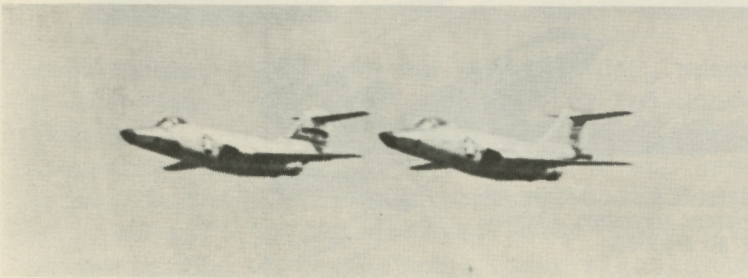
Top picture shows F-101 firing the heat seeking Side-winder.



2nd picture shows four F-100s hitting the target with Napalm.



3rd picture shows the F-104 at approximately 1000 MPH. (Note dust beginning to rise from the ground from the shock wave slightly behind the ship).



Bottom picture shows two RF-101s from Shaw AFB shortly after photographing the stands. (Prints of the picture made here were distributed to the crowd before the end of the demonstration).

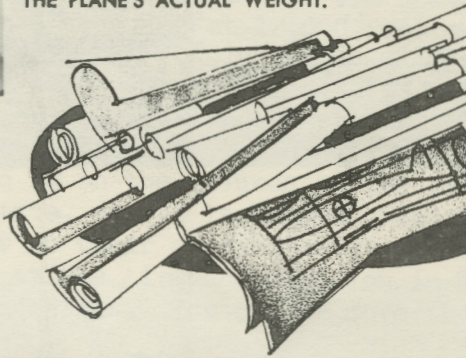
FORMER COMMISSION SECRETARY HAS BABY



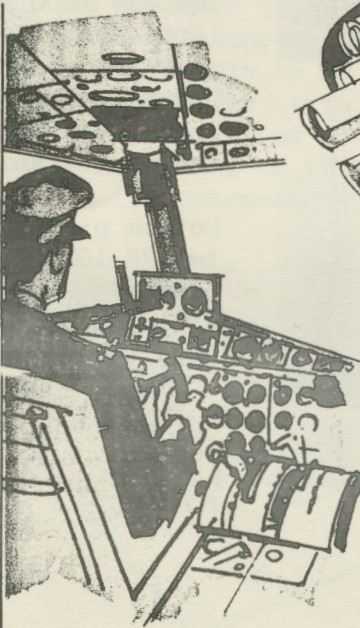
Many of our readers will remember Mrs. Jean Williams, secretary to the Aeronautics Commission, who left the Commission last June 1.

Mrs. Williams became a mother on July 8th and herewith we present the first picture of Sandra (Sandy) Jean Williams.

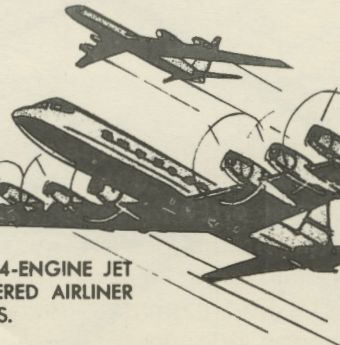
BLUEPRINTS AND DRAWINGS FOR A TURBOJET TRANSPORT WEIGH 250,000 POUNDS—NEARLY EQUAL TO THE PLANE'S ACTUAL WEIGHT.



A TURBOJET TRANSPORT HAS 115 FEWER POWERPLANT CONTROLS AND INSTRUMENTS THAN THE PISTON-POWERED PLANE, MAKING IT EASIER TO FLY.



TO EQUAL THE SPEED OF A 4-ENGINE JET TRANSPORT, A PISTON-POWERED AIRLINER WOULD REQUIRE 30 ENGINES.



'PLANES'

HANK FOSTER TRANSFERS TO LITTLEROCK

Henry S. "Hank" Foster, CAA Safety Agent at Columbia, has had his application for transfer to Little Rock, Arkansas accepted, and has already moved his family to that city. Hank, a veteran with CAA, wishes us to express his appreciation to the people of South Carolina who have made his stay here a pleasant one.

Mr. Foster's promotion leaves a vacancy in the Columbia District Office which will be filled by John Hornaday, CAA Safety Agent, currently in Atlanta. Mr. Hornaday will occupy the office as of November 1, and will work with Paul Carriker, CAA Safety Agent, Maintenance.

AVIATION ENTERPRISES AT COLUMBIA AIRPORT

Aviation Enterprises has succeeded Dixie Aviation and Columbia Aero Service at the Columbia Municipal Airport. The Company will specialize in new and used aircraft, plane rentals, charter and student instruction. A complete maintenance and repair department is planned and will open in the near future.

Aviation Enterprises is under the management of M.L. "Runt" Chunn, Jr., who has been associated with flying since 1933. He is a veteran of World War Two and a long time resident of Columbia.

Roy L. Morris and Harold L. Foster are associated with the new company as instructors.

The public is cordially invited to visit the new operation.

DEER IN VIOLATION AT FLORENCE

The north-south runway at Florence Municipal Airport seems to be a favorite trail for deer.

Another one--this time identified as a doe by City Policeman R.L. Nelson, one of those who saw it--was spotted legging along down wind on the main traffic artery late in the afternoon.

The CAA Communications Station had to give it priority over an Eastern Airlines flight poised for take-off.

The CAA airways operations specialist, who also saw a deer on the runway several weeks ago and blinked rapidly three times before he could believe it, didn't bat an eye this time and said definitely that this was "a different one."

The doe turned sharply at the north end of the runway and "took-off" without filing a flight plan. The plane, cleared for take-off, went the other way according to plan.

(Florence, S.C. Morning News)

FAMILIARITY BREEDS ATTEMPT

Before departing Old Town Municipal Airport, Old Town, Maine for Concord, New Hampshire, the Piper Tri-Pacer Commercial pilot checked the weather at the Old Town ATCS and was advised that Concord had a ceiling of 1600 feet with deteriorating weather conditions. The pilot was advised against the flight in view of the current and forecasted weather for the area. When asked if he had an instrument rating he replied, "No, but am just about ready for it." Without filing a flight plan, the pilot and two passengers departed--four hours fuel.

The inevitable happened. Almost four hours later Concord ATCS received a call from the pilot declaring an emergency because he was lost in the overcast with twenty-five minutes of fuel left. Asked for position and heading, pilot indicated the state of affairs by answering, "Don't bother me. Leave me alone". Some time later pilot was asked how he was progressing and what heading he was flying. Pilot answered, "I wish I knew".

The engine sputtered, quit, and then the sound of snapping and cracking tree limbs, the thud, and quiet--three needless casualties.

Don't let your familiarity with instrument flying breed attempt. Your instrument ticket is necessary for a good performance. Without it your show may be a flop.